STATE CAPITAL.

Cutting Down Appropriations in the Supply Bill.

THE REAPPORTIONMENT ACT.

THE REAPPORTIONMENT ACT.

New York and Brooklyn Gain
The Members.

ATTACKING THE "ONNIBUS" MEASURE

Local Statesmen Will Make It to Party of the Control of the Automate Members of the Control of the Automate Members of the Control of the Control of the Automate Members of the Control of the

Seventeenth Senatorial District—Albany county (four members of Assemoly).

Eighteenth Senatorial District—Saratoga county (two members of Assembly), Fulton and Hamilton counties (one member), Warron county (one member), Essex county (one member), Essex county (one member).

Kineteenth Senatorial District—Clinton county (one member of Assembly), Frankin county (one member), St. Lawrence county (two members).

Twenteenth Senatorial District—Jefferson county (two members Assembly), Lewis county (one member), Herkimer county (one member).

Twenty-first Senatorial District—Montgomery county (one member Assembly), Schenectady county (one member), Schoharie county (one member). Otsego county (one member), Schoharie county (one member).

nty-second Senatorial District-Oneida county

(three members of Assembly).

Twenty-third Senatorial District—Oswego county (two members Assembly), Madison county (one member).

ber).
Twenty-learth Senatorial District—Onondaga county (three members Assembly), Courtlandt county (one Twenty-fifth Senatorial District-Chenango county

Twenty-fifth Senatorial District—Chenango county (one member Assembly), Broome county (one member), Toga county (one member), Twenty-sixth Senatorial District—Tompkins county (one member Assembly), Cayaga county (two members), Wayne county (one member).

Twenty-seventh Senatorial District—Monroe county (four memoers Assembly).

Twenty-eighth Senatorial District—Senera county (one member Assembly), Oniario county (one member Assembly), Oniario county (one member), Yates county (one member), Livingston county one member).

ber), Yates county (one member), Livingston county (one member).

Twenty minth Senatorial District—Steuben county (two members Assembly), Chemung county (one member), Schuyler county (one member).

Thirtieth Senatorial District—Wyoming county (one member), Genesse county (one member), Orleans county (one member), Ningara county (one member).

Thirty-first Senatorial District—Eric county (two

Thirty-first Senatorial District—Eric county (five members).
Thirty-second Senatorial District—Allegany county (one member Assembly), Cattaraugus county (one member), Chautanqua county (two members).

EXPORTS MADE.

When the Senate assembled at half-past seven o'clock this evening, a number of reports were made. The first was by Mr. Prince, from the Committee on Commerce and Navigation, lavorably, without amendment, the bill to amend the act promining the throwing of cinders, ashes, refuse or garbage into the waters of Long Island Sound and into the bays and harbors opening into the same.

ARMY INTELLIGENCE.

WASHINGTON, April 19, 1877.

Surgeon D. L. Magruder, U. S. A., has been assigned to duty as attending surgeon and examiner of recruits at St Louis, Mo., relieving Surgeon C. T. Alexander, who has been ordered to report to the Commanding General Department of the Columbia for assignment to duties.

NAVAL INTELLIGENCE.

TRIP OF THE PLYMOUTH UP THE MISSISSIPPI-COURTESIES FROM THE EX-CONFEDERATES-SAILING OF THE ADAMS -ORDERS.

WASHINGTON, April 19, 1877. A despatch received at the Navy Department from Captain E. Barrett, commanding the United States steamer Plymouth, announces the arrival of that vessel at Natchez, Miss., on the 13th inst., on her passage up the Mississippi River. At Bayou Sara the vessel was saluted, and Captain Barrett sent a boat ashere to thank the authorities, promising on his return to stop there. At Vidalia, La., the vessel was again saluted, and soon after the guns began to boom from the heights of Naichez. The banks of the river and heights above were crowded with speciators, and our flag was flying in different paris of the city. As soon as the vessel came to anchor the Mayor and city authorities, officers of the volunteer corps and many citizens came abourd to welcome the Plymouth.

The officers were sumptuously entertained by the Plekwick Club of Natchez. Captain Barrett says the only drawback of the officers is that they cannot reciprocate as they wish the attention shown to them.

En ROUTE FOR ING JANKIRO.

A telegram received at the Navy Department to-day from Commodore J. B. Greighton, commanding the Norfolk Navy Yard, announces that the United States steamer Adams, recently fitted out at that yard, sailed this morning for Rio Janeiro.

ORDERS. and soon after the guns began to boom from the heights

this morning for Rio Jameiro.

ORDERS.

Lieutenant Adolph Marix is detached from the Tenessee, Asiatic squadron, and ordered to return home and report arrival. Lieutenant Wilham P. Day is detached from the Despatch and placed on waiting orders. Boatswain Issac T. Choate is detached from the Navy Yard at Fortsmouth, N. H., and placed on waiting orders. Boatswain John McCaffery has been ordered to that yard.

of Long Island Sound and into the bays and harbors opening into the same.

Mr. Weedful, from the Committee on Cities, reported invorably on the bill amending the act to provide for the annexation of the towns of Morrisania, West Farms and Kingsbridge to the city of New York; also adversely on the bill amending the charter of the city of Brooklyn. Mr. Jacobs moved to lay the report on the table. Adopted.

A report was then presented by the Judiciary Committee with reference to the Superintendent of the Bank Department in the following terms:

To the Senath:—The Judiciary Committee, to which was referred the message of the Governor recommending the removal of DeWitt C. Elis, Superintendent of the Bank Department, report that he was served with a copy of the charges transmitted to the Sank Department, report that he was served with a copy of the charges transmitted to the Senate by the Governor, and not included the papear before the committee on the Iron institute of the Bank Department, report that he was served with a copy of the charges transmitted to the Senate by the Governor, and not included the papear before the committee on the Iron institute in the certain allogations in said charges contained, and re-

ART MATTERS.

There was a large attendance last night at Associa-tion Hall, notwith-standing the stormy weather, and the concluding evening's sale of Mr. Claghorn's collection went off in a way that ought to prove highly satis-factory to that gentleman judging by the prices obtained for the better class of pictures. It must be said that there were a considerable number of works of no great ment among the pictures sold last night, sandwiched in between really valuable pictures, and they did not gain much by the enforced contrast. To this must be attributed the constant fluctuations in the prices obtained, as will be shown by the following list. Over \$40,000 were realized last night, and the whole collection brought over \$73,000, an average of over \$400 for each picture. The following is a detailed list of the prices obtained last night: tailed list of the prices obtained last night:

Landscape, Magnus.
The Toilet, Rigaud.
The Picture Gallery, Backalowicz.
Sunset, Church.
Alone at Home, Karger
Grandmother and Child, Salmson.
The Path Through the Wood, Cicery.
View on the One, Cicery.
On the Danube, Mexzeeli.
Flock of Sheep, Rothenoire.
The Borogan, Penne.

Britany Peasants Returning from the Fields,
Boughton. 1,850
Yiew on the Moselle, Daubigny 470
The Rescue, Wittkamp 250
Seene on the Dutch Coast, Burnier. 650
Street Scene, Constautinople, Pasini 800
Home Pleasure, Plassoni 580
The Guitar, Rossi 100
Landscape, Haseltine 200
Landscape, Haseltine 200
Landscape, Inier 110
A Bit of Nature, Vollon 100
Roland and Agatha, Rothermel 320
View on the Thames; Hamilton 100
Landscape, Achenbuch 200
Landscape, Hamilton 100
Landscape, Hamilton 100
Landscape, Hamilton 100
Landscape, Achenbuch 565
Arabs in Ambush, Schreyer 3, 225
The Spirit of the Waterfall, Read 505
Arcadia, Bouguereau 1,470
Twilight on the Soine, Duprés 725
Lanescape, Corot 250
An Interesting Game, Chavet 250
In the Field, Knaus 4,100
The Disputed Point, Zamacois 4,000
In the Garden, Carpender 120
Vows of Love, Rudeaux 130
The First Quarrel, Rudeaux 130
The First Quarrel, Rudeaux 130
At the close of the sale the auctioneer, Mr. Somerville, announced that Mr. Natham Mathews, of Boston, had decided to sell his collection of pictures, and that on Monday next his collection would be placed on exhibition at the Kurtz Gallery. It will be sold by auction April 36.

In accordance with orders received from the War Department, Bedice's Island was yesterday abandoned as a military post, and Battery K, Third artillery, which was stationed there, has been ordered to proceed to Plattsburg barracks, New York. The object of removal, as already announced, is to make room for Bartholdi's statue, which it is to be hoped will soon be

> is pronounced a great success. It contains over two hundred Jewish types, and is executed with characteristic boldness and vigor.
>
> The death is announced of the distinguished Swedish

> painter Lehmann. He was eighty-four years of age,

painter Lehmann. He was eighty-four years of age, and is said to have painted over four thousand portraits.

The great prize of the Berlin Academy will this year be awarded for the bees work in sculpture.

The annual exhibition of the Society "Amatori e Cultori delle Belle Arti" at Rome has not been very successful this year. Many of the best known artists did not contribute.

The London Royal Academy has acquired, by bequest, two important paintings by Turner belonging to his most vigorous period and a fine example of George Morland's work.

SALE OF A LIBRARY.

The sale of the Alofsen library, which has had a great deal of bad weather to contend against, was continued last evening before a smaller audience than on the evening before. The books fetched prices ranging from five cents to \$30. The collection is not of great interest to the general book buyer, but specialists will find it rich in books that they may have trouble in finding elsewhere. The sale will be continued this and to-morrow evenings.

LITERARY CHIT-CHAT.

"Worthy Women of Our First Century" is the title of a very interesting volume which has just been issued by Lippincott & Co., of Philadelphia. The work, which was undertaken by the desire of the Women's Department of the Centennial Commission, is edited by ladies-Mrs. O. J. Wister and Miss Agnes Irwin. They have executed their task in a very commendable spirit, giving to the public, from the pens of various authors, the main incidents in the lives of patriot ladies of Virginia, New York, Massachusetts, New Hampshire, South Carolina and Pennsylvania, with an account of their efforts in the cause of American free-

Messrs. Harper & Brothers, New York, have brought out a very useful and interesting volume, with the title "Peru; Incidents of Travel and Exploration in the Land of the Incas." It is from the pen of Mr. E. George Squier, M. A., F. S. A., who is so well known to the public as a traveller, explorer and author. The book is illustrated and will be a very useful addition to

the topographical section of our hbraries.

Messrs. Chapman & Hall, of London, and Messrs. cience of Language, Linguistics, Philology and Etymology" (a translation), by Abel Hovelacque, a work which is likely to find lavor among our savans and men of science on account of its excellent classification and analytical disquisition of the various tongues

NEW YORK CLUB ELECTION.

The following gentlemen have been elected officers of the New York Club for the ensuing year:-President-Frederick E. Gibert; Vice President-William R. Garrison; Treasurer- R. M. McJimsey; Secretary-Robert T. Hoy; Directors-Charles Banks, H. R. Moore, George W. Cotterill, John Sherwood, F. M. Jones, William M. Firess, F. R. Baby, J. Catlin, Jr., and W. L. Vandervoort.

THE SOLDIERS' HOME.

It is in contemplation by several prominent athletes of this city to give an entertainment in aid of the Soldiers' Home. The programme will be of an attractive character and the performers the best in their chosen spheres.

A PUGILISTIC COMMISSIONER.

Commissioner Adams, of the Brooklyn Board of City Works, was fined \$10 by Justice Riley, of the Third District Court, yesterday, for assaulting F. G. Milander. The latter named individual, who is a pho tographer, sued a domestic in the employ of defendant for the payment of pictures which she had him to copy. Judgment was rendered in tayor of Milanuor, and the Commissioner meeting the photographer en-tered into a controversy with him, and not liking the language of his adversary he struck him in the lace, knocking him down. Milander then caused the arrest of Mr. Adams.

STEAM STREET CARS.

Owing to the illness of Judge Gilbert, of the Kings County Supreme Court, the argument upon the order granted by him compositing the Long Island Railroad Company to show cause why a permanent injunction should not be issued to prevent them from running steam cars on Atlantic avenue, Brooklyn, was not beard yesterday.

AMUSEMENTS.

Booth's Theatre was filled from the parquet to the Booth's Theatre was filled from the parquet to the topmost gallery yesterday afternoon on the occasion of Mr. Tooker's benefit. The audience was composed largely of members of the theatrical profession, who only on such occasions have an opportunity of seeing one another perform. The entertainment was opened by the orchestra under Signor Operti, followed by a chorus of maie and female voices in English glees. Then Mr. McCullough and Mr. E. K. Collier played an wandered down the mountain side," a song that she has made wholly her own, as few dare attempt it after her exquisite rendering. She was encored and sang double encore, answered it with "Home, Sweet Home," After Miss Kellogg, Miss Davenport and Mr. McCullough played the balcony scene from "Romeo and Juliel." Mr. McCullough's scene from "Romee and Juliet." Mr. McCullough's performance was very fine; Miss Davenport was feeling far from well, and did not do herself justice. Both of these actors were called before the curtain. Miss Davenport was the recipient of several bouquets and a temple of flowers, and Mr. McCullough was presented with a wreath of laurel, which, with true gallantry, he placed upon Miss Davenport's brow. Miss Annie Borie, who was called upon to fill the place of Mme. Saivotti at very short notice, sang with the glee club and displayed a voice of wide compass, good culture and agreeable quality. The most amusing part of the performance was the farce of "Slasher and Crasher," in which Mr. Stuart Robson, Mr. W. H. Grane and Mr. Tooker himself appeared. Mr. Tooker had but one word to speak, but he spoke it with unction. A startling resemblance to the duel scene in "Our Boarding House" was noticed in this farce, but this may have been because it was acted by the same men. Mr. Tooker was called before the curtain and made a little speech, in which he alluded to the several artists who had given their services on this occasion. When he mentioned Miss Kellog's name the house received it with enthusiastic appliance, and that lady, who occupied a stage box, was obliged to come to the tront and bow her acknowledgments.

The Oratorio Society of New York gave their lourth concert last night at the above hall, flaydn's ora-toric of "The Creation" was the work selected. We can well excuse the society for giving us an oratoric which has been almost done to death, considering that at their recent concerts the works performed have Thursby, who sang the soprano part, is already so well known to fame for the purity of her voice and style of ample opportunity for displaying her powers of execution. The well known air, "With verdure clad," was sung by her with exquisite taste and finish, also the air, "On mighty pens," which she rendered without The bass part was sung or rather attempted to be sung

concert singers would follow Miss Thursby's example. The bass part was sung or rather attempted to be sung by Mr. Stoddard. This gentleman has evidently no idea of the traditions of oratorio singing, which is not, perhaps, wonderful, as we suppose he has nover been to the home of oratorio music—viz. Eugland. He sings his recitatives instead of declaiming them, delivers them much too slowly, and with an excessive use of the falsely called pertamente which would disgrace even an Italian aria. This blemmish of false portamente is noticeable in all his singing, but is more disagreeable because more out of place in the recitatives than elsewhere.

Mr. Simpson sang the tenor part in his usual mild and inoffensive manner. If this gentleman ever had any fire it has evidently been very effectually extinguished (what an Adam to such a charming Eve!) It seems as though in his case familiarity with the public had bred contempt, for his singing was slovenly and careless to the last degree. The choruses under Dr. Damrosch's able direction were all well sung; but we could not help wishing for an influx of young and fresh voices to give new musical lite to the society. Voices, no matter how well used, will wear, especially in chorus singing, and the Oratorio Society is composed mainly of those fauthful and hard working singers who have supplied the foundation of every chorus formed here, from the old Harmonie Society down, and there do not appear to be any young singers coming up with sufficient real love for music to be willing to take their places. However, with the material at nand, Dr. Damrosch has succeeded in working up a good chorus; they have learned to attack well, a point in which almost always our chorus singers have failed, and for this, if for nothing eise, he deserves the highest credit. The performance, on the whole, was a most satisfactory one.

The concert to be given on Sunday evening at the Academy of Ausic by the Italian company will be

strictly sacred in character, and not merely so in

opera, will appear in London next month. Many cars ago, while quite a girl, she appeared at Her Majesty's Theatre, under the direction of Mr. Mapleson. The London Figure states that a Wagner ball is to be gotten up in New York, and that all the visitors are to dress in characters of the Wagnerian opera-Figure wants to know who will be the swan? Some

goose, we suppose.

The financial budget of the French government con tains the following subsidies to State theatres:—The Opera, 803,000t.; Française, 240,000t.; Opéra-Comique, 240,006f.; Lyrique, 200,000f.; and the Odéon, 60,000f. The reports respecting these national places of entertainment represent that they are fulfilling their functions satisfactorily.

The fight between Gye and Mapleson for the possess sion of the tenor Tamaquo has resulted in a drawn pattle, as Tamaquo has decided to keep out of England, and so avoid legal complications. The compat is however, to be renewed between the rival managers for the possession of Signor Gayarre, who made a great success at Milan last winter.

"WOOING AS A FINE ART."

LECTURE BY MRS. MARY E. CALHOUN AT THE ACADEMY OF MUSIC.

Academy of Music was last night filled with a large and brilliant audience, who had come to hear Mrs. Mary E. Cathoun's entertaining and instructive ecture, entitled "Woolng as a Fine Art." The lecture hore evidences of the writer's wide familiarity with the hterature of all ages and all nations, while the many bumorous remarks with which it was filled never tailed to elicit a corresponding expression of mirth from her appreciative audience. THE PINEST OF ARTS.

There are natural longings and desires, said Mra Calboun, for a purer and holier communion than mere social intercourse affords. It is yet not good for man to be alone. Hence these natural traits of character are to be educated to their highest functions. Scriptural, not less than profane or classic history, is replete with the power and poetry of love. Down through the ages we discover much that enables us to trace this majestic passion, which as a poem of inciderable characters is written in the inmost chambers of the human soul. Emotional human nature is unchangeably the same, and of the men and women so pituably store as to have no touch of poetry hidden away in their hearts the number is rar less than the round of daily life might lead us to infer. Next to the knowledge of the send's capability comes the desire for expression. Patient obedience, sell reliance and a high ideal are essentials. In this rapturous obedience to the love of a manify youth lies too sanctification or all his ability and purpose. The woman with gitts of intellect sufficient to withstand the wices of graceless and unrefined emotion must needs present a phalanx of power calling for the nicest articles of surrender.

The fecturer here introduced many illustrations of her theme taken from the classic writings of Italy, France and England. The high art maniested in the wooling of Desdemona was cited as one of the most remarkable of the masterpaces of Shakespeare. Othelio's character was singularly manchine, He had no sympathy with the loving, trusting, confiding nature of Desdemona. It was an unrecognized power that had been awakened for Othelio, and Mrs. Cathoun attributed Desdemona's feelings to admiration for his life and character.

Romeo and Juliet were next instanced. In that play Paris had been instructed to woo Juliet, and the training the mother, nicod by the nurse, had given to Juliet was intended to bring about her union with Paris. But wooling as a fine art was never cultivated under such teachings or by such studies. Romeo feil in love with Juliet at first sight and she returned his affection. Their love was the growth of an instant's powerful passion, to explain which was beyond the present power of philosophy. Fix love of Mary Queen of Scots and Darnicy also portrayed an eternal truth, but in a different degree of power.

Her of time's richness, concluded the speaker, in rehab through the ages we discover much that enables us to trace this majestic passion, which as a poem of in-

RECEPTION AT THE PALETTE.

A brilliant reception was given last evening by the Palette Club, No. 7 East Twenty-second street, which was attended by a large number of the leading artists,

RAPID TRANSIT.

Mayor Ely Submits Commissioner Campbell's Views to the Aldermen.

FEASIBILITY OF AN UNDERGROUND ROAD.

Estimated Cost and Probable Return Upon the Investment.

terday, Mayor Ely submitted for consideration an elab-orate report from Allan Campboll, Commissioner of Public Works, in accordance with a resolution of the Board passed February 1, 1877, asking the Mayor "to ascertain the feasibility of constructing by private en-terprise an underground road commencing at or near the City Hall and connecting with the rapid transit trains now running on the Harlem road, the cost of such road, the time required for its completion, the to the construction and operation of such road."

Mayor Ely advises that the views set forth in the report have his concurrence and approval. COMMISSIONER CAMPBELL'S REPORT.

The question of rapid transit from the Harlem River

to the Battery, Commissioner Campboil remarks, has been discussed for the past twelve or fourteen years, during which time several grants from the Legislature reached, except in the cases of the Harlem Railroad on the Fourth avenue, north of Forty-second street, road. The convergence at the Grand Central Depot persons pass and repass daily, has made this station Forty-second street, a distance of four and a miles, the conclusion seems irresistible plan, can be extended southerly to Broadway, at or miles, the problem of rapid transit will, at least in good part, be solved. One-half of the distance having been completed at an expense of \$6,500,000, the question very pertinently is asked, Is it not the cheapest and wisest plan to complete the remaining half, rather than encounter the whole expense upon some other route? Mr. Campbell recalls that the Legislature in 1868 granted a charter to the New York City Central Underground Company, with very liberal powers; in May, 1872, it incorporated the New York City Rapid Transit Company, which the late Mr. Vanderbilt projected; it also chartered the Beach Phoumatic Company.

Mr. John Schuyler's plan of a depressed but open

penty.

Mr. John Schuyler's plan of a depressed but open road is also referred to.

Preasmility of an underground railway from the City Hall Park to connect with the Harlem Railroad near Forty-second street must be considered in both its physical and financial aspects. The engineering question is first dealt with. Two reports were made to Mr. William B. Ogden, the President of the Central Undergound Railway Company; one in October, 1885. by the late Isaac C. Buckhout, civil engineer, and another a year later, by Messre. W. W. Evans, E. S. Chesbrough and George S. Greene, all engineers of high rank and long experience. The route adopted is those described in the later report:—

The line of the railway commences on Broadway in the City Hall Park, thence by a double line on each side of the City Hall rark, thence by the double line on each side of the City Hall rark, thence by the double line on each side of the City Hall route and dread Johns street to the angle of Mulberry street, and through Mulberry and across the blocks between Blockse and Astor place, and through the block between Righth and Ninth streets to Fourth avenue, and through Fourth avenue and Union square to Seventeenth street, and through the blocks between Seventeenth street, and through the blocks between Seventeenth and Iwenty-third streets to Madison square on Madison avenue to Harlom River. To combine the two plans some of the blocks between Fortseth and Fittleth streets would have to be crossed, which would involve a large expenditure for private property. Mr. Buckhout, in his report, described with minuteness the necessary changes in street grades (which are few) and the alterations and rearrangements of sewers and water pipes. These obstances are not all insuperable, and the expenditure for private property. Mr. Buckhout, in his report, described with minuteness the necessary changes in street grades (which are few) and the alterations and rearrangements of sewers and water pipes. These obstances are not all insuperable, and the expense is

tion will suffice for our present purp

estimates are:— To execute the work of construction proper

Total estimated. \$0,100,000

The road was to be completed within three years.

The CENTRAL CENERGISCON COMPANY.

Having stated approximately the estimated cost of the Vanderbilt line, it may be interesting by way of comparison, to give the estimate of Messrs. Evans, Chesbrough & Greene for the route of the Central Underground Company, same distance, about four miles. It is as follows (from City Hail Park to Forty-sixth street):—

street):- Earth excavation, including drainage, street

 Raising and repaying streets
 200,000

 Changing water pipes, &c
 125,000

 Changing sewers, &c
 180,000

 Brick masonry, 74,088 cubic yards, at \$16... 1,185,308
 Brick masonry, 74,088 cubic yards, at \$16...
Rubble masonry, 08,000 cubic yards, at \$10...
Concrete, 58,800 cubic yards, at \$8....
Ten miles single track and balast.
Eight depots and stations, at \$50,000...
Repair shop, engine house and sheds.
Telegraph and gas fixtures.
Seven ventilating stations, shafts and machinery.

| Chinory | 330,000 | 332,000 | Twonty-seven engines, at \$16,000 | 332,000 | Two hundred passenger cars, at \$5,000 | 1,000,000 | LAND DAMAGES | From Worth to Mulberry streat | 225,600 | From Bieecker to Great Jones street | 300,000 | From Bieecker to Fourh avenue | 90,000 | From Seventeenth to Twenty-third street | 720,000 | From depot near Forty-second street | 261,000 | For three stations | 210,000 | Contingencies, &c., fitteen per cent | 1,318,085

Harlem Railroad Company for the running of trains through the upper part of the city over their road, in connection with the projected road, south of Fortysecond street.

STREET RAILROAD TRAVEL.

The travel upon all the street railroads of the city for ten years from 1506 to 1875, was as follows, tractions being discarded:—1506, 90,000,000 passengers, 1567, 101,000,000 passengers; 1867, 103,000,000 passengers; 1870, 114,000,000 passengers; 1871, 133,000,000 passengers; 1872, 145,600,000 passengers; 1873, 144,700,000 passengers; 1874, 151,100,000 passengers; 1875, 196,000,000 passengers

River boats, estimated, 10,000,000 passengers. Total, 120,000,000 passengers.

With the above figures before us the important question to be considered is how many passengers daily may safely be counted on for an underground road from the City Hail to Forty-second street, connecting near that point with the Harlem Railroad? The road should be considered and worked as one line from the northern limits of the city to the City Hail. When such a road is built travel will accommodate them itself to it. Cross railroads, like the Twenty-third street line, would probably be built from river to river at every haif mile, about which distance apart stations would be placed upon the steam roads. These cross-town roads would bring much travel to the main line, and thousands would find their way on foot to these stations, where they would meet a train every low minutes with assurance of comfortable seats to their destination.

destination.

By estimating the travel at 100,000 passengers daily the earnings would be as follows:

One hundred thousand passengers daily at five cants each per day \$5,000 and for 365 days, from City Hall to Forty-sixth street, say.

\$1,800,000

Required to pay interest on capital.

600,000

Leaving for all exponses of operation, repairs and renewals. \$1,200,000 If sax counts per passage can be charged, then:

The daily receipts would be \$6,000; the yearly receipts would be, say. \$2,200,000 Required for interest.

therefore, have a clear field and the opportunity to select the best route without infringing on the rights of others.

THE MAYOR'S POWER.

THE COMMISSIONERS APPOWER.

The Commissioners appointed by Mayor Wickham selected certain routes and plans, and authorized several corporations to proceed with the construction of clevated reads. Having completed their duties, the terms of office of the Commissioners probably expired. Whether the Mayor may appoint another commission to select other routes and plans, on proper application, is a question for consideration. It would hardly seem to have been the intent and meaning of a general law to have been the intent and meaning of a general law to have been the intent and meaning of a general law to have been the intent and meaning of a general law to have been the intent and meaning of a general law to have been the intent and meaning of a general law to have been the necessity of additional lines, and experience prove the the advantage of other plans. If these views be correct, then a new commission may be appointed to actupon an application for a steam road between the points designated by the resolutions of the Board of Altermon, and to decide upon the route, and whether the work shall be a depressed road, an underground tunnel or an elevated road. Having decided these points the commission could fix the amount of capital and open books of subscription. This would be one mode of ascertaining the feasibility of conducting such a work by private enterprise.

THE CITY UNABLE TO HELP.

The constitution prohibits abscriptions by the city or the loan of its credit in aid of the road of a private corporation, but even if this were not so, no public officer could at this time consciontiously recommend such aid, in view of the existing burden of debt and taxation, even for the promotion of the great public benefit, which this important work would undoubtedly secure.

benefit, which this important work would undoubtedly secure.

The Commissioner, however, thinks that owners of real estate in the upper part of the city, the great corporations whose railways converge at the proposed terminus of the route, as well as citizens and capitalists generally might be induced to contribute to the capital of such a company organized upon a sound basis, though it must be confessed the times are upproptious for such an undertaking.

The report was referred to the Committee on Railroads, and ordered to be printed.

A MYSTERIOUS FALL

the Coroner yesterday. This time the subject was from the West End Hotel, at No. 246 Eighth avenue, and his name was Arthur J. Barrow. He was a scalaring man—a ship carpenter—who had spent all his money and was permitted to occupy a room in the upper story of the hotel, for which he promised to pay when a friend's ship came into port. On Wednesday night no was found by the servants in his room, face downward, on the floor, bleeding from a slight wound over his on the floor, bleeding from a slight wound over his eye and breathing stertorously. He was unconscious, and nobody know how he came by his injuries. A gentleman in the room immediately beneath Barrow's said that he had heard some heavy body lail overhead a short time before the patient's discovery. Near the latter's bed was a heavy bureau, which, it is beneved, the sailor struck when falling. He died at Helievue Hospital yesterday without being able to tell anything about his mishap. A post-mortem showed that he died of a fractured skull.

DIED OF HIS INJURIES.

Mr. Zachariah V. Lasher, night superintendent at the Hudson River Railroad Company's depot, Thirtiets street and Tenth avenue, died Wodnesday night at hi death resulted from injuries received while coupling cars on the 24 inst., as already reported in these columns. "Zach"—as he was familiarly known to all the railroad employés—was an old and valued attactif of the railroad company, having been continuously in their service for more than fitteen years. His antimely death is universally regretted by his old associates on the road. He leaves a wife and three children.

STOLEN STRAW BRAID.

E. P. Rowe, of No. 142 Greene street, reported to the Central Office yesterday that at two P. M. a pair of horses and truck were stolen from White street, near horses and truck were stolen from White street, near Broadway. On the vehicle were four cases of straw braid marked "D. C. Mailory & Co., Holliston, Mass." They were worth \$1,000. The strangest part of the affair was the cartman's story. He said that he was stopped in White street by men who asked him to carry a bundle up stairs into a piace for them. While he was doing so his team and truck were stolen. They were recovered by some officers of the Tenth precinct last night. The property was gond.

DESPERATE YOUNG BURGLAR. William O'Neil, eighteen years of age, was arraigned

before Judge Otterbourg yesterday, charged with having burglariously entered the house of John O'Donnel, No. 129 West Tweaty-seventh street, on the 26th of March, and taking therefrom a gold watch and chain March, and taking therefrom a gold watch and chain valued at \$130. On the night of the burglary Mr. O'Dounel was awarened by the breaking of a lamp, and jumped out of bed in time to catch the young burglar in his room. O'Nell broke from his grasp, struck him over the bead with a biliy and escaped through the scuttle to the roof, and thence to one of the adjoining houses. He was arrested on Wednesday night. He pleaded guilty yesterday and was committed in \$2,000 bail to answer.

NEW YORK FEMALE CONVICTS.